

COLUMBIA FAR IN THE LEAD, BUT WIND FAILS.

YACHTS DO NOT FINISH

ELEVEN MEN KILLED BY GAS EXPLOSION.

Big Tank Blew Up at Newark Gas Works and Workmen Inside Were Hurled to Instant Death.

Eleven men were killed in a gas explosion at Lombardy and Front streets in Newark at 1 o'clock this afternoon.

The men were all in the employ of the Essex and Hudson Gas Company. Some of them were riveting a boiler when either a spark from a hammer or a hot rivet caused an explosion of gas in nearby coils.

The men were blown in all directions and the gas works were set on fire. The fire department soon got the fire under control.

Five other men, seriously, if not fatally injured, were taken to different hospitals in the city.

Two workmen had been sent into an empty tank to clean it. They lowered themselves from the top.

When they did not appear for some time their companions became anxious and volunteers were called for to go to their aid.

Five men responded. They, too, were overcome by gas. Four more men then volunteered to go to the assistance of the others, and in their turn they failed to battle with the deadly fumes.

Men on the outside were ordered to knock on a plate from the outside of the tank to get at the helpless eleven inside. They were wrenching off the plate when a spark from the friction of a blow from a hammer caused the explosion.

All the men in the tank were killed. Three bodies were recovered; two were blown into the Passaic River, which flows by the works, and the other bodies are still in the ruins.

ASSASSIN TO DIE DURING WEEK BEGINNING OCT. 28.

(Special to The Evening World.)

BUFFALO, Sept. 26.—The assassin of the President was sentenced this afternoon to die in the electric chair.

The assassin was brought into court at 2:05.

The assassin was sentenced to be electrocuted during the week beginning Oct. 28, 1901.

Judging from the crowds that flocked to the City Hall shortly after 1 o'clock to-day there was more public interest in the sentencing of the assassin of the President than there was in his trial.

The crowd began to gather early and was persistent and noisy. For some unknown reason the police on the exterior of the hall did not exercise the same care as during the two days of the trial in keeping the merely curious out of the City Hall.

Big Crowd at Hand.

The result was that before 1:30 o'clock there were crowds in the lower corridor of the building and on the second floor corridor, off of which the court-room opens.

A strong detachment of police took possession of both corridors about half an hour before the time fixed for the convening of court.

Those who succeeded upon one pretext or another in getting beyond the police guard at the landings of the stairs, clamored for admittance at the court-room door.

Many of them were not equipped with passes and were driven back by the police and court officers. Nevertheless they continued to linger near the entrance until the corridor was congested.

Upstairs in City Hall.

Police Inspector Donovan then arrived, and with a detail of police, drove the crowd away. The crowd kept drifting into the City Hall, and before 1 o'clock the police were forced to resort to rough tactics and threaten the throng with clubs in order to maintain a semblance of order. The City Hall was in an uproar.

The police had not anticipated the arrival of such crowds and fell down badly when the critical time came. The police on the outside became nervous and the people poured through the lines. The timely arrival of Supt. Bull on the scene relieved the situation somewhat and brought the crowd out of chaos.

Shortly before 2 o'clock the police took hold of the situation with a firm hand and cleared the struggling mass of people out of the corridors on the second floor and out of a portion of the City Hall.

The babble of voices in the corridor without the court was deafening.

Assassin Arrives.

At 1:55 o'clock Judge Titus, of counsel for the defense, arrived in the court-room. Almost immediately afterward the assassin was brought out of the tunnel.

Chief Detective Cusack, Detectives Solomon and Geary and a squad of police surrounded him. With a rush the prisoner was hurried upstairs and into the court-room.

It was accomplished so quickly that the crowd forgot to hiss.

Inside of the court-room the crowd was standing so thickly in the aisle that the court officers were forced to clear a way for the prisoner.

Prisoner Nervous.

The assassin was nervous when brought into court. His face was flushed and his lips trembled as the detectives removed the shackles from his

NEW YORK VS. CHICAGO

NEW YORK	0	1	1	0	0	1	1
CHICAGO	0	0	0	1	0	0	0

BROOKLYN VS. PITTSBURG

BROOKLYN	0	1	1	1	0	0	0	0	—3
PITTSBURG	0	0	0	0	0	4	0	0	—4

At Cincinnati—End of sixth—Cincinnati, 7; Boston, 1.  
At St. Louis—End of fourth—St. Louis, 3; Philadelphia, 1.

AMERICAN LEAGUE GAMES.

At Boston—Boston, 3; Chicago, 2.  
At Philadelphia—Milwaukee, 10; Philadelphia, 3.  
At Baltimore—Baltimore, 10; Cleveland, 9.  
At Washington—End sixth—Detroit, 5; Washington, 3.

LATE RESULTS AT GRAVESEND.

Sixth Race—Tower of Candles 1, Sadducee 2, Bastile 3.

AT DELMAR.

First Race—Golden Easter 1, Lake Fonso 2, Miss Cooney.  
Second Race—Ann 1, Satin Coat 2, Orlandine 3.  
Third Race—Wakita 1, Ogle 2, Lillian M. 3.  
Fourth Race—Nearest 1, Four Leaf C. 2, Meddlesome 3.

AT HAWTHORNE.

First Race—Silurian 1, Little Elkin 2, Fantasy 3.  
Second Race—Gonfalon 1, Toah 2, Maogie Davis 3.  
Third Race—Dick Furber 1, Eva Mae 2, Populist 3.  
Fourth Race—Aladdin 1, South Trimble 2, The Giver 3.  
Fifth Race—Odnor 1, Charlie O'Brien 2, Strangest 3.

VICTIMS OF NEWARK EXPLOSION.

Here is a partial list of the killed and injured in the gas works explosion at Newark this afternoon:

The Dead—Nicholas Miller, forty-five years old, of Newark; William Meyer, forty years old, Newark; Otto Newman, twenty-seven years old, foreman of the gas works; Alfred Snyder, twenty-two years old, Jersey City; Lawrence Kirch, thirty-five years old, Newark; unidentified man.

The injured: Folbadore Nocciera, Thaddeus Rinderer, may die; Henry Ludwig, Theodore Bunker, Edward Miller, A. H. Stoecker, superintendent of works; Arthur Vincent.

WATCH THE WORLD DOME FOR YACHT RACE NEWS.

The Evening World, on the days of the international yacht races, will flag the news of the relative positions of Columbia and Shamrock II. from the dome of the Pulitzer Building.

If Columbia is leading, a white flag will float above a green flag.

If Shamrock II. is ahead, the green flag will be hung above the white.

If Columbia wins, the white flag will float alone.

If Shamrock II. wins, the green insignia alone will be raised.

If the race is declared off on account of time limit both flags will be hauled down.

KING EDWARD LIKES POMP. DUKE STOPS AT WINNIPEG.

LONDON, Sept. 26.—The arrival of King Edward yesterday in London from the Continent was accompanied by ceremonies and precautions hitherto unknown here, and which emphasized the fact that King Edward intends to surround his position with all the pomp possible.

The royal yacht was conveyed from Plymouth to Port Victoria by a formidable escort of warships, and the yacht's arrival at the latter place was marked by unusual ceremonies in the reception of the officials and the guards of honor.

Extraordinary precautions were taken along the railroad. In addition to the usual signalling the entire route was guarded and lined by railroad employees, who hand-signaled the train from one to another.

A quaint figure of His Majesty's suite was the Egyptian coffee-maker of Rutherford's Hotel, Hamburg, who is well known to visitors there. King Edward has secured the man's services.

WINNIPEG, Man., Sept. 26.—The special trains of the Duke and Duchess of Cornwall and party arrived here at noon to-day, and the royal couple were given an enthusiastic reception. The city was filled with visitors, and the crowd gathered without the depot numbered many thousands.

The Duke and Duchess received an address of welcome, and there was a procession in their honor.

The Duke presented medals to the veterans of the South African war, and both the Duke and Duchess assisted in the opening of Manitoba University. The royal party will dine at Government House to-night, and resume the journey westward at 10 o'clock.

To Cure a Cold in One Day  
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25c.

Wind That Starts Strong Fails and at Expiration of Time Limit Columbia Is Two Miles from Finish and More Than a Mile Ahead of Shamrock.

The Start.	The Turn.	Finish.
H. M. S.	H. M. S.	H. M. S.
Columbia.....	11 10 49	3 05 32
Shamrock.....	11 11 01	3 12 47

The course was fifteen miles to windward and return, starting at the Lightship and running to a point off the Long Island shore.

Twenty thousand persons on a vast flotilla witnessed to-day an uncompleted contest of the Shamrock and Columbia for the America's Cup. At 4:40 o'clock, when the time limit expired, the Columbia was two miles from the finish and leading the challenger by a mile.

Columbia led most of the time, with a slight advantage now and then in favor of the Shamrock. The captain of each craft displayed admirable seamanship. The next attempt will be made on Saturday.

HOW THE TWO CHAMPIONS CAME SLOWLY TOWARD HOME.

(Special to The Evening World.)

SANDY HOOK, Sept. 26.—Columbia turned the stakeboat off Long Island at 3:06 o'clock this afternoon, and sending up her balloon jib began to run for home. In 6 minutes and thirty seconds later—at 3:12:30—the Irish boat rounded.

The Shamrock appeared then to be a half mile astern. She set her spinnaker to port at 3:16 and two minutes later broke out her big balloon jib.

Shamrock's sails caught the breeze beautifully and she fairly flew through the water.

Hard Home Chase.

The Shamrock was none too quick in taking up the home chase, and before she was fully dressed for the return Columbia had a lead of nearly a mile.

The wind had dropped to eight miles an hour at 3 o'clock. The run

HOW THE BIG YACHTS WERE SAILED TO THE OUTER MARK

(Special to The Evening World.)

SANDY HOOK, Sept. 25.

The Columbia had the better of the start, but the Shamrock forged well ahead, footing much faster than the defender.

Both boats crossed the line on the starboard tack, but headed around immediately and went on the port tack.

In the first five minutes of sailing the American boat seemed to hold the Shamrock in good shape, but after that the Shamrock began to go away, and at 11:20 it looked as if she might be able to force the Columbia about when she came around on the starboard tack.

The yachts at 11:25 were holding southeast on the port tack. Shamrock appeared to be gaining.

Shamrock's Windward Work.

In the windward work the Shamrock's performance was certainly remarkable. The question was, could Shamrock force the Columbia about? This was decided at 11:29, when Columbia went about on the starboard slightly under the lee of the Shamrock.

At 11:31:10 the Shamrock tacked to starboard and was followed one minute later by the Columbia. It looked as though the Shamrock had forced

her about. The race, however, was very close, and after 20 minutes of sailing neither apparently had any advantage.

Sycamore evidently intended to cross Columbia's bows, but Barr was not caught napping and came about in time to keep his boat to her position. On the second tack the yachts bore off toward the Long Island shore, the big excursion fleet following in the wake.

Columbia seemed to be keeping down the advantage.

Columbia Creeps Up.

After the two boats went about on the starboard tack it was noted that the Columbia was pointing higher than the Shamrock, and at 11:34 the American boat seemed to appear more like her old self, for she then began to get along faster.

At 11:35 it was evident that she was to take the lead. The Columbia met Shamrock, holding off shore on the starboard tack, the latter having the right of way if she could reach to Columbia.

Capt. Sycamore gave Shamrock a sharp luff just before reaching the Columbia, but it was not sufficient, and the American boat passed ahead and took the lead.

The boats were then very close together and with the exception of the

though they would be able to finish within the time limit.

At 3:40 the boats had approximately ten miles to sail to the finish, with the time limit expiring at 4:40. The Columbia was making excellent time and gradually drawing away from Shamrock. The excursion fleet was heading for home with all speed.

Columbia was maintaining her lead at 4 o'clock. The wind was dropping and it seemed assured that the leading yacht could not finish within the time limit. The wind was moderate. The boats were going along and their sails are drawing well. The Columbia continued the draw away from the Shamrock.

At 4:40 o'clock when the race was called off, the Columbia was fully two miles from the finish line lightship and more than a mile ahead of the Lipton boat.

The American racer was in the lead, and to demonstrate it Capt. Barr crossed Shamrock's bows amid a great screeching of whistles and the throats of sightseers on boats and on the Jersey shore.

Shamrock immediately joined the Columbia on the port tack. Two minutes later Columbia went about again, followed by the Irishman, and headed for Long Branch on the port tack. Columbia then appeared to have half a mile lead.

Columbia was giving a marvellous performance for a two-year-old. The sharps figured she was giving the new boat at least one point better in pointing.

During the fifteen minutes of sailing ending at 12 o'clock Shamrock appeared to forereach the Columbia slightly, but the Yankee was still